PANEL, ARMY AND NAVY CLUB.

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WE add to our illustrations of Messrs. Jackson's *papier mâché* decorations at this club, the annexed panel from the morning-room.

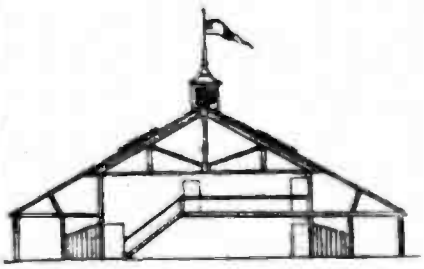
RAILWAY JOTTINGS.

A SHOCKING accident occurred on Wednesday in last week, in the Sutton tunnel, on the Lancashire and Cheshire Junction line. This tunnel is upwards of a mile in length, under the district of Sutton-on-the-hill, near the Frodsham station. Three trains were employed with passenger traffic connected with some races at Chester, and running in the same direction almost simultaneously, a dangerous circumstance perfectly well known beforehand. The first train stuck in the tunnel, from slipperiness in the rails, it is said, but let us add also from want of such a simple remedy in such a state of things as powdered chalk, which has been found completely to obviate slipperiness of rail. The second train, having a careful driver, came slowly up without mischief done, but the third drove recklessly into both at a speed of 25 miles an hour, smashing carriages and killing and maiming in the midst of the darkness in the tunnel. Five passengers were killed on the spot, two died shortly afterwards, many were wounded, and doubtless many will never recover from the shock. The want of a corrective to the slipperiness of the rails is not the only blameable neglect here. There must have been no signals, either telegraphic and connected with the tunnel, or along with any one of the trains, or at least such signals as there were must have been neglected. We hope that an example will be made of the really guilty, whoever they may be, and that one of the criminals will not be deemed a sufficient scape-goat for others who may be still more guilty.——A grand banquet is to be given to Mr. R. Stephenson in honour of his engineering skill and success in carrying out the Holyhead railway and the tubular bridges.——There is a singular process being carried on at present at the Britannia-bridge —namely, roofing the tubes, so that the tops be kept free from wet and the consequent atmospheric action. A complete ridge is placed over both tubes, with a walk in the centre, and the framework is all covered over with cloth rendered impervious to the wet. It will require about 7,000 square yards of cloth to accomplish the work.——The construction of the great central station at Birmingham is at length begun. Plans have been prepared, specifications are in the hands of contractors, in the space of a month the works will be in full operation, and before the end of the year there is every probability, according to the local *Journal*, that the Birmingham traffic from every quarter of the kingdom will centre in New-street. The lines to be accommodated under the immense roof are the London and North-Western, the Midland (including the Birmingham and Bristol branch), the Shrewsbury and Birmingham, the South Staffordshire, and the Stour Valley, the station thus acting as a centre from which will radiate communication with every part of the country. It will, however, be entirely a passenger station. The carriage-drives will be paved, as the approach is to Euston-square station, but all thought of a magnificent structure is abandoned. The front towards the approach to New-street will be in a plain and simple style of Italian architecture. It will consist of a colonnade and two wings, to be pointed with stone. There will be no ornamentation or pretension to architectural effect beyond that which may result from correct proportions and an appearance of substantiality. In the centre of this building will be the various booking offices, and on either side are arranged a double set of waiting rooms, and a refreshment room, extensive suites of offices adjoining. The general egress from the station will be by Great Queen-street. The whole of the vast area of station will be covered in; but it is not yet settled, it is said, whether the roof is to be in one span of 200 feet, or in three. By the conditions, the contractor will be required to finish the whole of the works by 31st December next, under penalty of 100*l.* per week for every week's delay.——Two workmen at the South-Western railway works at Nine Elms were fined 20*s.* and costs last week, or be imprisoned for 14 days, for striking their foreman. The workmen had been summoned for breach of contract in an alleged combination to abscond from work.——Disturbances have arisen on the Bangor and Carnarvon line, where the English and Welch navvies have combined against the Irish, and struck work till the Irish be discharged.——The Emperor of Russia has approved of the plan submitted to him for a railway between Warsaw and St. Petersburgh. The expense will be, it is estimated, about 80,000,000 of roubles (rouble somewhat more than four francs). The works on the railway between St. Petersburgh and Moscow are urged on with great rapidity, and it is believed that the whole of this important line will be open to the public on the 1st November.

BATTY'S HIPPODROME, KENSINGTON.

THE Hippodrome which has been formed for Mr. Batty in the Kensington-road (at the corner of Victoria-road), being the first construction of the kind which has been put up in the metropolis, we give a plan and view of it, together with a plan and section of the riding-school and stables attached. From the first it will be seen that the longest diameter of the oval is 360 feet, the shorter diameter 260 feet. The size of the posts which carry the roof is 6½ in. by 6½ in.; sill, 9 by 3; purlins, 6 by 4; rafters, 6½ by 6½; braces, 6 by 4; and back rails, 6½ by 6½; the cornice and facia are together 6 feet deep.

The arrangement of the stabling, with the riding school in the centre is very good. The annexed section and plan will explain it.



The scantling of the timbers of the roof over this part of the establishment is as follows: viz. binders, 9½ in. by 4½ in.; king posts, 9 by 4½; principal rafters, 7 by 4½; struts, 4 by 4½; common rafters, 4 by 2½; purlins, 6 by 4.

The plan and section of the stabling are drawn to a scale of 32 feet to an inch: the plan of the hippodrome to a scale of 100 feet to an inch. The sectional view is on the line A. B. marked on the plan.

The top and back of the enclosure of the course is entirely covered with slate on boarding. The colours employed in decorating it are blue and white. The entrance to the course from the stables is through the opening enclosed by curtains, seen in the centre of the view. The gallery above is for the musicians: there is a similar gallery on the opposite side.

Mr. Taylor was the architect employed; and the works were executed by Messrs. Haward and Nixon, under the superintendence of Mr. Whittaker, in little more than a month.

Of the stirring entertainments provided here by Mr. Batty, we may find another opportunity to speak.

A GROWING TOWN: PROSPERITY IN IRELAND.—While in several of the large towns in Ireland, scarcely a mason, bricklayer, or carpenter is at work at this season, we, in Belfast, are in a position to give employment to a large number of useful and steady hands in connection with the building trade. There are now completed, in course of erection, or about to be erected, the sites having been selected within the last few months, no fewer than from 300 to 400 new houses. This, at the outset of the building season, promises tolerably fair. In the course of a month from this, there will not, we are credibly informed, be a smaller addition to the above than from 300 to 400 new houses; about one-third of which will, we understand, be the speculation of one of our merchants.—*Belfast Newsletter.*

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